BRITISH PACKET

AND

ARGENTINE NEWS.

(No. 1203.) BUENOS AYRES, SATURDAY, SEPTEMBER 15, 1849. [*Established in* 1826.]

BUENOS AYRES.

According to official documents lately published in the *Gaceta*, tranquillity has not been altogether restored in the neighbouring republic of Bolivia. At the date of the last authentic accounts, which reach to the 15th of June, the partizans of General Velazco had made another attempt against the administration of General Belzú, and, although again defeated, they still kept the field. General Belzú complains that his adversaries are countenanced and supported by the authorities of the Argentine provinces of Salta and Jujuy, notwithstanding the positive injunctions of the general government to maintain the strictest neutrality, and appeals to the elevated principles of American policy uniformly sustained by General Rosas for an effectual remedy to prevent the recurrence of such a dereliction of duty. The Argentine government in reply, repeats its firm determination to pursue without deviation the impartial course it has chalked out to itself in the domestic dissensions of sister states, and forwarde copies of the fresh instructions it has transmitted to the governments of the frontier provinces directing them to remove at once to Tucuman or farther into the interior all persons emigrating from Bolivia in consequence of the late events, to collect all arms and public property brought into the Argentine territory by such parties, and to deliver up the same forthwith to such commissioners as may be appointed to receive them by the Bolivian authorities.

But the chief obstacle is the way of the consolidation of order in Bolivia lies in another quarter. In the great political convulsion which that republic underwent a few months since a spy of Ballivian's, one Col. Vincendon, an Englishman, attached to the fortunes of Flores, was detected and shot. On his person were found documents affording the fullest evidence that the conspiracy contemporaneously discovered in Peru having for object the overthrow of the presidency of General Castilla and the partition of the country between Generals San Roman and Torrico, was intimately connected with the revolution which had actually broken out in Bolivia, and that both were ramifications of a vast plan of domination concocted by Ballivian and Flores. Though the project miserably miscarried in this instance, it is too much to expect from the restless ambition of those adventurers that it has been entirely abandoned, and it is to be feared that the peace of more than one of the South American republics will be yet sacrificed to the chimerical pretension of realising it.

A few weeks since General Oribe, in his own name and in that of the Republic over which he presides, presented General Rosas, as chief of the Argentine Confederation, with a handsome sword as "a small acknowledgment for the important services received from this faithful ally in the course of the struggle which in all likelihood is about to terminate." General Rosas, from motives of delicacy as well as principle, has declined the proferred honor, requesting President Oribe to wear in his name and in that of the Confederation, the sword alluded to, as a lasting sign of the homage rendered by the latter and its government to the rights and independence of the Oriental people.

ENGLAND.

The Chancellor of the Exchequer made his financial statement in the House of Commons on Friday evening. He commenced by remarking that although his statement was not so favourable as he should have been pleased to making at an early period, he yet hoped that it would not be found altogether unsatisfactory. Last session he anticipated that the amount of the ordinary income of the year would be £31,550,000, and the extraordinary income £980,000—making a total income (excluding corn duties) of £32,530,000. The actual income (including corn duties) was £32,067,731. The expenditure was £33,267,110, exceeding his estimate; but this included items which he had not expected—for Irish distress, Canadian emigration, and naval excess of preceding years—making together £719,207; and if this sum were deducted, the current expenditure of the year would be only £32,573,403. The total receipts were £32,067,732, showing a deficiency of £505,378; but the current income of the year exceeded the current expenditure by £444,329, and deducting the naval excess and other items of the preceding year, there would still remain an actual surplus of revenue over expenditure of £120,542. There had been an increase since the commencement of the year in stamps, taxes, and income tax, which he considered to be a proof of the increasing prosperity of the country. In comparing the present state of the national income with that of years back, the House would have a subject for congratulation. In 1843, it was £48,500,000; and in 1844-5, it was £48,110,000, exclusive of income tax; in 1846, it was £46,000,000; in 1847, it was £48,900,000—that he took as a fair ordinary year; and this year he took it at £46,000,000. He (the Chancellor of the Exchequer) believed that the state of the country was such as to warrant his estimating the state of the revenue at that amount. There was an increase of prosperity in the manufacturing districts. The amount of bullion in the Bank of England had increased, and he thought, therefore, he was justified in declaring that he considered the country was in a prosperous state. He hoped he be still farther enabled to diminish the public expenditure, although he did not propose to go back to the expenditure of 1835. He would say go back to 1845, when the right honourable baronet, (Sir Robert Peel,) in proposing the renewal of the income tax, declaring it was necessary to increase the expenditure, to which the House agreed; and he believed that the vote for increasing our naval estimates, proposed at that time was most popular with the House and the country. The whole reduction in the estimates of this year was £1,511,465, which, added to the reduction of last year, showed a total reduction in the estimates during the two years of £2,340,135.

(*Herald.*)

FRANCE.

The Government has received from Rome dispatches containing a protest of several members of the Consular body; also the reply which General Oudinot addressed to them; and finally, the reflections which M. de Corcell s, envoy extraordinary of the French Republic at Rome, made on this new incident in the Roman affair. The following are the documents in question. The protest is as follows:—

"Rome, June 24, Seven o'clock in the Evening.

"General.—The undersigned consular agents, representing their respective governments, take the liberty to express to you their profound regret that you should have subjected the Eternal City to a bombardment of several days' and nights' duration. The object of the present communication, general, is to make the most energetic remonstrances against this mode of attack, which can only result in danger the lives and properties of neutral and pacific inhabitants, but also those of innocent women and children. We venture, general, to inform you that this bombardment has already cost several innocent persons their lives, and caused the destruction of masterpieces of art which can never be replaced. We place confidence in you, general, that, in the name of humanity and civilized nations, you will desist from an interior bombardment, in order to spare the destruction of the monumental city, which is considered to belong to the moral protection of all the civilized countries of the world.—We have the honour to be, with profound respect, general, your very humble servants,

"John Freeborn, consular agent of her Britannic Majesty; A. Marshaller, consul of Prussia; Ch Magrin, attaché of the big-men of the Netherlands; Jean Bravo, consul of Denmark; Begre, consul general of Switzerland; Kohl, consul of Wurtemburg; A Shaking, secretary of the Republic of San Salvador; Nicholas Brenner, consul of the United States; Jerome Rocca, consul of Sardinia, and provisionally of Tuscany."

General Oudinot returned the following reply:—

"Head-quarters, 23th June.

"Gentlemen,—The last instructions from my government, dated the 22th May, contain exactly what follows:—"We have exhausted the means of conciliation. The moment is come at which, by all necessity we must act with vigour, or abandon an enterprise for which the blood of the children of France has been shed; an enterprise in which consequently our honour is engaged, as we are the greatest interests of our foreign policy. In such a situation, hesitation is not possible. It is important, therefore, general, that without losing an instant you should march on Rome with the imposing forces at this moment assembled under your command, and that you there take position in spite of all resistance. Such is the will of the Government of the Republic, which I have been charged to transmit to you." You see, gentlemen, the orders of my government are absolute; my duty is traced out, and I will accomplish the mission with which I am charged. No doubt the bombardment of Rome will cause the effusion of innocent blood, and the destruction of monuments which ought to be imperishable. No one will be more profoundly afflicted thereby than myself. My feeling in this respect, gentlemen, is well known to you; it is expressed in the notifications which I addressed on the 18th of this month to the Triumvirate, the President of the National Assembly, &c. I had the honour to communicate to you this notification, of which, however, I hereewith send new copies. Since the 18th the military situation of the two armies has completely changed. After glorious combats, the troops placed under my orders have been obliged to make an assault, and they are now energetically established on the ramparts of Rome. Still, the enemy not having yet made any act of submission, I am obliged to continue the military operations. The longer the surrender of the place shall be deferred, the greater will be the calamities you so justly fear; but the French cannot be accused of these disasters—history will free them from all responsibility. Receive, &c.,

"OUDINOT DE REGGIO."

The dispatch of M. de Corcelles is thus conceived:—

"Monsieur le Ministre,—I have the honour to address to you the protest sent by a certain number of consular agents to General Oudinot, and the reply of the latter. If I had been at the camp when the General in Chief wrote that reply, I should have begged of him to notice a very *false (fort mensongère)* assertion contained in that document. They protest against the bombardment of Rome during so many days and so many nights, against the devastation of monuments, &c. Now, it is certain that the walls alone, towards the bastions, near the Porta San Pancrazio, have been aimed at, and reached by our batteries. It is now 26 days since that siege commenced, and not a single bomb has been thrown into the town; Rome has not been bombarded. I fear that General Oudinot may by his silence refutive to the reproach, cause it to be believed; but the government may affirm that nothing is more sincere."

THE ENGLISH AND FRENCH NAVIES.

SIR C. NAPIER'S LETTER.

(From the *Journal de Marine*, June 23.)

The whole of the French journals yesterday published another letter, written by Admiral Napier, containing reflections upon our navy.

Let it right that an enemy—an Englishman—should be the person to remind the French press that the naval force renders essential service to the country? Thirty thousand men have just been debarked at Civita Vecchia in a few days without expense, without extraordinary warlike preparations, merely by the assistance of disposable forces so insufficient in the time of peace. The result is highly important; the energy, activity, and order necessary to accomplish the design, are unquestionable, notwithstanding which efforts, however, neither the government nor by the press has a single word of praise been uttered in favour of Admiral Trehouart, his officers, or his men.

The opinion of Admiral Napier will render us this service, that the people will rightly estimate the immense importance of the French navy on a continental war, now anticipated by some writers. The worst strategical calculations, and even the best naval tactics, may be completely altered by the diversions which shall be effected by large armies. These armies can not be transported without the necessity of forced marches, but will in a short time greater than that of the most active troops, towards points of the Continent where the enemy may be the weakest.

It is undeniable that the navy, especially the steam marine, will play a noble part in the approaching European complications. A fleet is not only a force moving upon the sea, but it is an indispensable auxiliary to an army upon land. Our officers and seamen have unrivalled, by their last processings, that they have reached a state of perfection in which they are prepared to perform more glorious actions than any which have hitherto devolved upon them. Accustomed to troops active, strong, intelligent, and brave, as power, England included, can present to its enemies a race of men as formidable in the new destiny to which the steam navy will be called.

Can it be said that the other assertions of Admiral Napier are proved by unerring arithmetical calculations? In 1842 this same admiral made a nearly similar statement in the House of Commons, every portion of which was true excepting the figures showing the comparative strength of the two powers. But what was his design? To increase the warlike preparations in England, and to augment the number of steamers! and perhaps at the same time to cause a diminution in our ships, and to put a stop to the development at that period given to the French steam navy. That he succeeded it is but too true.

The French newspapers, especially those of the opposition, have fallen into the same snare; their national vanity was flattered, and they began to calculate our strength and power by merely estimating the number of men and guns. By exaggerating the figures a little, they are endeavouring to prove that Admiral Napier was correct; that our ships, though less numerous, carry more guns and a stronger artillery; and thus have hunted over our cause to those who are opposed to the maintenance of a naval force—to those who think that a fleet is useless to the country; they have, indeed, given arguments to men in high places, who are advocates of peace at any price, who are constantly insisting upon a complete disarmament. In fact, the finest fleet which we have ever had since the peace, which was indeed the admiration of our rivals, has been disarmed; and the English obtained that supremacy which they have never since relinquished.

Now for a few figures, in order to arrive at the truth. Of sailing vessels we have now about 5 first-rate, 3 second-rate, 19 third-rate, and 8 fourth-rate: total, 25. The English have 19 ships of the first-rate, 43 second-rate, and 32 third-rate: total, 94. France has 39 frigates of from 43 to 50 guns, England has 90 of from 30 to 50 guns.

France has 60 corvettes or large brigs, which correspond to English corvettes of the same rate, but of which description of ships England has only 35. We pass over smaller vessels which cannot be reckoned in an account of the warlike forces.

We now come to steamers, respecting which Admiral Napier writes so strongly. In our paper of 26 instant, we showed that England has 60 armed steam-vessels, but we have only 60. Of the English steamers one is of 800 horse power, 6 of from 450 to 500, 17 of from 300 to 350, and 12 of from 220 to 300. The French ships, however, are only 1 of 650 horse power, 3 of 540, 8 of 450, and 12 of from 220 to 300.

We may add, that since the screw propeller is a great improvement, the English possess a vast advantage over us in the number of vessels which are furnished with this apparatus. We have only one frigate provided with this machine, of 250-horse power: the English have four similar vessels—namely, the Ajax, the Bicaho'n, the Edinburgh, and La Hogue, which have machines of 450 horse power, and carry 56 pieces of artillery. They also have four frigates of the same kind, viz.—Eurotas, Forth, Horatio, and Sans-Souci, their machines are 320 horse power, and they carry 24 guns. The other vessels of a similar description amount to 29. As to corvettes, we can scarcely reckon eight similar vessels in the whole of our navy.

Let it not be said, then, that the forces of England are not effective; that their ships are rotten, and a thousand other pleasantries so habitual to the Parisian newspapers. When English ships are decaying, the Board of Admiralty has skill enough to order their repair or demolition. The "Navy List" is not a book of mere luxury, but a useful and truthful publication.

Every one well knows the immense resources of England. The last reports of the navigation of the ports in Great Britain and Scotland, published by order of the Board of Trade, estimate the number of sailing vessels at 31,320, amounting to 3,637,221 tonnage, and manned by 215,350 men; and the commercial steam vessels amount to 1088.

No, England has no need to augment its navy. She possesses real rifles, in material, men, and machines. It is ourselves that are so factitious. We must endeavour to increase the strength of our steam power, which has lately manifested itself to be so necessary both for war and defence. *Let us not dissemulate; we are behind England, much behind, too much behind. Let us make every effort to equal her!!*

It is not with the view of becoming their rivals that we would build and arm. It is not even for the purpose of defending ourselves against them. We do not wish, like Admiral Napier, to foresee an evil which does not yet threaten us; but, we repeat, that a European war may burst out any day, and the Republic may be attacked when least expected. The government who shall defend it, and the commanders of our armies, will require this new naval navy, which has just been so successful in Italy. War will present many occasions in which steam-vessels will be so useful to the army as are horses, carriages, and guns.

May we find a patriotic representative who, following the example of Admiral Napier, shall discuss the subject in our National Assembly.

NEW BRUNSWICK.

The Great Riot at St John.—Ten or Twelve Persons Wounded.

The St. John Morning News, of July 13, contains the full particulars of the late riot in that city, by which ten lives were lost, and a number of persons wounded.

The riot occurred on the 12th of July, a day commemorated by the Orangemen in memory of the landing of the Prince of Orange in England, and of the battle of Boyne. A number of Orangemen came to the city from the upper country with banners and emblems, to march through the streets in procession.

Some of the party were armed with muskets, doubtless anticipating a disturbance. The procession started from Nethery's Hotel about 11 o'clock. Some persons of opposite feelings had erected a gem arch across York street, so that the Orangemen would either be obliged to pass under, or demolish the structure, which would be the signal for war. The procession passed under without disturbing the arch.

The Mayor proceeded to the place, and in attempting to have the arch removed, was struck in the back of the head, and otherwise severely handled; and he came over to the city bleeding. The procession finally reached the point, when an excitement was created—stones and pistol shots were fired; several persons were wounded—but none mortally. With the exception of the pistols, which the procession crossed the bridge unmolested.

The authorities now interfered, and a company of about sixty men was stationed up from the barracks, and stationed on the platform, where ball cartridges were served out. It does not appear, however, that the military fired a shot. The News continues the account as follows:

"In the return of the procession, and when near Raulin's Bakery, a number of guns were fired, apparently of *fifty shots* at least, were heard which resulted in some ten or dozen persons being killed immediately, and many more wounded. The shots

were fired into the crangemen, and by the orangemen again into the crowd—but from whence came the first shot we could not learn. A scene of death caused too horrible to seem like a reality for a civilized city like St. Johns.

It is impossible now to get a correct statement of the number of deaths. A person of veracity, however, informs me that he saw ten corpses himself. Some say there were at least twelve killed—but we put the number down at *ten*. The procession passed on into the Market Square.

The military were still on the platform, directly opposite. Another awful shout was here raised by the crowd. After some little time the procession passed up King street, every sixth man carrying a gun.

The city continued in a disturbed state throughout the remainder of the day. A number of arrests were made in the course of the afternoon. No list of the killed or wounded is given.

Miscellaneous.

A French Mungo Park.—*La Presse* says, "One of those great enterprises which raise a name to the rank of those of the Cooks and the La Perouses is on the eve of accomplishment, with the aid and under the protection of the Government of France. A traveller who has already traversed Egypt, Syria, Abyssinia, Darfour, and Cordevan,—who has ascended the Nile as far as the first chain of the Mountains of the Moon,—who has visited Tenaqueharr, the five provinces of Arabia and Irak-Arabia—who, as interpreter, has been attached to the mission which explored the ruins of Nineveh, and has also travelled in Persia, from Bassora to Erpahan, and visited the Cape of Good Hope and the Island of St. Helena,—now proposes, in a first voyage, to traverse the whole portion of the African continent extending from Algiers to Senegal, passing through Timbuctoo; to gain from Senegal, the Cape of Good Hope, and finally to return by cutting the great African Peninsula from north to south, that is to say, from the Cape of Good Hope to Algiers. The "Wandering Jew" who has conceived the idea of undertaking this fabulous journey, and to whom a residence of 16 years amongst the Arabs (whose religion, customs, costume, and manners he has adopted, offers a prospect of success not possessed by Clapperton, Mungo Park, Denham, or the brothers Lander, is a Col. Ducouret, known in the east by the name of Hadji Abd-el-Hamed-Bey, which he assumed at the time of his pilgrimage to Mecca—a pilgrimage never before accomplished by any Frenchman. Impressed with the importance of a journey which may yield such great results—political, scientific, and commercial—the Government has hastened to lend its support to the enterprise of M. Ducouret, and the three Ministers of Public Instruction, Public Affairs, and Commerce, have just occurred in its execution in a most efficacious manner. Whether it succeed or whether it fail, here is one of those missions which we always rejoice to see a Government encouraging and supporting. Hadji-Abd-el-Hamid-Bey estimates the duration of his perilous expedition from home at five to six years.

No doubt is now entertained, that in the formation of any new ministry, Lord Brougham will get the "Sack."—*Puppet Show.*

A dispute having arisen in a village alehouse as to the number of the late Lord Byron's children, one party maintaining that a daughter was his only offspring, while another was as positive that he had a son also, the landlord was appealed to, and he, after a moment's reflection, replied, "Why of course he had a son; was there not his Childe Harold?"

"Oh, mother! a bee has stung me," said a beautiful little girl, as she came running in from the garden. "Never mind, child," replied the mother, "it mistook thee for a flower."

"You are from the country; are you not sir?" said a dandy young hackseller to a homely-dressed Quaker who had given him some trouble. "Yes." "Well, here's an *Essay on the Rearing of Calves.*" "That," said the Quaker, as he turned to leave the shop, "she had better present to thy mother."

A poor corner having got his skull severely fractured was told by the doctor that the brain was visible; on which he remarked, "Do write to tell my father, for he always swore I had none."

MARINE LIST.

PORT of BUENOS AYRES

September 8.—*Wind S., at 4 p. m. changed to E., fresh, rain.*

Arrived, Prussian barque Speculant, 283 tons, Kuhn, from New York 29th June, to Charles R. Horne.

Brazilian brig Navegante, 205 tons, José Joaquin Gomez dos Santos, from Bahia 9th ult, to Manuel Acevedo Ramos, with 158 pipes aguardiente, 630 barrels and 62 boxes sugar, 83 bags rice, 23 do. cocoa, 1500 cocoa nuts.

September 9.—*Wind S. E., fresh, rain.*

Arrived, American barque Jonathan Goodhue, 380 tons, Thomas Higgins, from Cadiz 17th June, to Zimmermann, Frazier & Co., with 246 lasts salt.

September 10.—*Wind S.E., brisk gale, rain.*

No arrivals or sailings.

September 11.—*Wind S.*

Arrived, Brèmen ship Post, 561 tons, Haecke, from New York 18th July, to O. J. Hayes & Co.

Sailed, Portuguese barque Linda Flor, 176 tons, Antonio José da Silva, for Bahia, despatched by Manuel Acevedo Ramos, with 3044 quintals jerked beef, 46 dry ox and cow hides.

Oriental barque Entreriana, 200 tons, Francisco Truco, for Pernambuco, despatched by Adolfo Mancilla & Co., with 800 quintals jerked beef, 5000 horns.

British brig Hermione, 180 tons, R. Chenoweth, for Falmouth for orders, despatched by Barber & Orr, with 8502 salted ox and cow hides, 25,000 chili bones.

British brig Olinda, 268 tons, William Johnson, for London, despatched by De Lisle, Brothers & Co., with 2958 salted ox and cow hides, 3776 salted horse do., 3403 pipes and 168 boxes tallow, 80 bales wool, 1 do. horse hair, 62,500 shin bones.

Brazilian brigantine of war Olinda, 10 guns, Lieut. Candido Jose Porreyra, for Montevideo.

Sardinian schooner Union, 51 tons, Luis Bonifoi, for Montevideo, in ballast.

H. B. M. packet Kestrel, 3 guns, Lieut. Henry Baker, for Montevideo and Rio Janeiro, with the mail for Falmouth.

September 12.—*Wind S. E.*

Sailed, Sardinian lugger of war Fama, 4 guns, Lieut. Cesar Cerruti, for Montevideo.

September 13.—*Wind S. W.*

Arrived, American barque Ortena, 276 tons, Colburn, from Passamaquoddy 5th July, to Becher, Preuss & Co.

Sailed, Sardinian schooner Ninfa, 121 tons, Jose Muratore, for Buceo, despatched by Manuel Ocampo, with 19 boxes merchandize, 1 hogshead hardware, 2 jars varnish, 2 bundles spades, 6 braziers, 20 quintals iron, 1 cooking stove.

Brazilian barque America, 216 tons, Antonio P. da Costa, for Brazil, despatched by Manuel Acevedo Ramos, with 3703 quintals jerked beef, 6000 horns, 70 dry ox and cow hides, 94 packages lard.

Spanish brigantine Barones, 123 tons, Gerardo Maristany, for Havana, despatched by Felix Buxareo, with 60 dry ox and cow hides, 2480 quintals jerked beef.

French barque Carequeros, 180 tons, Degrand, for Cette, despatched by Zimmermann, Frazier & Co., with 500 dry ox and cow hides, 4000 horns, 149 bales wool, 92 do. sheep skins, 1 do. calf skins.

French ship Rio, 224 tons, De Souza, for Havre, despatched by Dunoyer & Co., with 1384 salted ox and cow hides, 4081 dry do. do., 186 boxes tallow, 56 pipes and 7 half pipes mares grease, 92 bales wool and sheep skins, 63 bales horse hair, 24 do. hide cuttings, 4960 horns, 22 tiger skins.

September 14.—*Wind S. W., at 10. a m. changed to N. E.*

Sailed, H. B. M. schooner Renira, Midshipman Parry for Montevideo.

British barque Orion, 332 tons, Hamilton Houston, for Genoa, despatched by John Best & Brothers, with 2900 fanegas salt.

Dutch brig Boreas, 237 tons, Albert Messen, for Batavia, in ballast, despatched by Bunge, Borneield & Co.

The Danish brigantine Delphin, 171 tons, C. H. Braun, master, which sailed from this port the 3d inst, for Essenada, there to undergo repairs, cleared hence on the 12th for Brazil, despatched by Diego Calvo and Sons, in ballast.

The following are the manifests of the undermentioned vessels arrived last week—

"Manuelita."—548 half pipes Bordeaux wine, 12 bales cork, 34 sheets copper, 15 barrels and 80 half boxes cognac brandy, 150 quarter casks vinegar, 12 boxes Cologne water, 25 barkets and 50 boxes absynth, 251 do. liqueurs, 25 do. preserves, 1 barrel nails, 2 boxes fire arms, 18 do. prunes, 4 do. anodyne pipes, 1 do. steel chains, 2 do. paper hangings, 1000 do. Bordeaux wine, 10 do. pilchards, 34 do. earthenware, 1 do. dry goods.

"Eduardo."—200 boxes sugar, 150 pipes aguardiente, 12 barrels cigars, 1 box do., 100 doubloons.

"Netta."—466 boxes and 513 bales merchandize, 1 cask hardware, 20 tons coals, 1,326 bars and 60 bundles iron.

"Arab."—325 barrels porter and ale, 6 boxes and 38 bundles merchandize, 1 box toys, 1 do. optical instruments, 2 do. knives, 33 do. and 150 casks paint, 3 boxes rice, 8 do. paper, 1 do. silks, 9 pipes oil, 2 casks hardware, 140 kegs nails, 1 bale twine, 1 cask chains, 3 boxes brushes.

"Ferax."—376,919 feet pine lumber, 650 bundles shingles, 100 barrels pitch, 100 kegs nails, 26 pipes rum, 4 casks merchandize.

"Sirl."—7870 feet pine lumber, 100 barrels tar, 50 do. pitch, 50 do. vinegar, 3 boxes thread, 1 stove, 1 barrel provisions.

"Lion."—259 boxes merchandize, 32 boxes preserves, 250 do. oil, 1 do. prunes, 8 casks cheese, 259 boxes and 11 bundles merchandize, 12 pipes brandy, 318 barrels and 232 boxes cognac do., 25 barrels and 50 half do. vinegar, 257 boxes, 200 baskets and 7 barrels liqueurs, 889 barrels red and white wine, 1253 boxes do., 1 box hams.

"Edward Koppisch."—8700 feet pine lumber, 680 bundles shingles, 200 kegs nails, 5 boxes tacks, 10 packages dates, 156 boxes tea, 28 do. matches, 308 barrels rice, 20 boxes and 325 bales domestics, 33 boxes tobacco, 416 rolls cordage, 100 bundles tow, 400 rolls candlewick, 5 boxes hatchets, 1 bale merchandize.

"Rebecca."—244,839 feet pine lumber, 300 barrels flour, 30 do. spirits of wine, 14 oars.

"George & Richard."—86 boxes merchandize, 16 bales do., 1 box and 6 packages samples, 100 tons coal, 438 casks porter.

"Earl of Devon."—221 boxes and 164 bales merchandize, 32 casks do., 50 boxes and 5 bales cottons, 10 half barrels powder, 3 casks hardware, 1 crate earthenware, 705 bundles iron, 2197 bars do., 15 tons coal, 4 hogsheads thread.

"Heinrich von Gagern."—32 barrels wallnuts, 202 kegs nails, 20 boxes type, 10,000 staves, 720 oars, 7 bundles boards, 1 churn, 2 bundles matting, 382 pieces of pine, 60 barrels pitch and tar, 6 kegs ink, 3 boxes merchandize, 240 barrels rum, 3 boxes stationery, 5907 feet lumber, 23 boxes tea, 1 iron machine.

"William Inglis."—13 bales, 18 packages, 18 bags and 286 boxes merchandize, 266 casks do., 15 crates earthenware, 6 anchors, 9 chain cables, 175 iron pots, 36 stoves, 10 barrels wine, 1120 kegs paint, 100 jars oil, 35 tons coal, 8 barrels aprite, 12 hogsheads and 12 barrels liquor, 70 half barrels powder, 1 box hardware, 187 barrels porter.

"Sophia."—230 bundles iron, 25 crates earthenware, 61 boxes and 100 bales cottons, 7 bales and 78 boxes woollens, 4 bales cloth, 4 boxes and 56 bales merchandize, 9 casks hardware, 11 boxes linens.

The following omission occurred in our last—

Sept. 7.—Sailed, Danish brigantine Fortuna, 152 tons, H. Junge, for Philadelphia, despatched by Zimmermann, Frazier & Co., with 1000 salted ox and cow hides, 2348 dry do. do., 103 bales wool, 94 do. sheep skins, 6700 horns.

During the gale from the S. E. on the night of the 12th and forenoon of the 13th inst., the following disasters, we are informed, occurred amongst the vessels lying in the harbour. The British brig Gauntlet, in contact with the American barque Oriole, had two stanchions and about twelve feet of her bulwarks on the larboard side carried away. The latter lost her jib-boom and bowsprit. The British brig Alciope, in contact with H. B. M. sloop of war Tweed, being ordered to slip her chains did so and subsequently ran foul of the Sardinian brig Expresso. The Expresso, to avoid damage, also slipped both her chains, not, however, without previously loosing her jib-boom and sustaining some damage in her hull. The Alciope lost her fore yard, foretopmast and jibboom; had her stern stove in, all her stanchions and bulwarks on the larboard side carried away, and some damage in her hull. The French man of war barque Aventure lost an anchor and about sixty fathoms chain cable. H. B. M. sloop of war Tweed, British brig Dromo, and Brazilian barque Tentativa, have also sustained damage, though to what extent we are not informed.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 14th inst.

National	8	1,370	tons.
British	31	6,824	"
American	12	3,498	"
Danish	8	1,257	"
French	9	2,125	"
Hamburg	2	409	"
Spanish	21	4,359	"
Brazilian	6	1,283	"
Oriental	1	150	"
Sardinian	15	2,511	"
Belgian	2	305	"
Hanoverian	2	417	"
Swedish	2	427	"
Lubeck	2	550	"
Dutch	4	799	"
Oldenburg	1	220	"
Prussian	1	282	"
Bremen	3	1,193	"
	130	28,048	

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	60
Sunday	54
Monday	53
Tuesday	54
Wednesday	52
Thursday	51
Friday	50

BIRTHS.

On the 4th inst., Mrs. Wildner, of a daughter.

On the 11th inst., the lady of Henry A. Green, Esq., of a daughter.

Advertisements.

FOR FAMILIES—PATENT COAL.

An article for heat and duration 50 per cent better than ordinary fuel—also having the advantage of making less smoke. Delivered at the houses of purchasers at $250 the ton. Apply at 33 Calle de Julio, (formerly Alameda.)

Notice.

Any information respecting Mr. George Barclay, who came to this country in the year 1841-42, and accompanied Mr. Gordon in his mission to Paraguay, will be thankfully received at the Commercial Rooms, Calle Mayo, No. 33.

Barraca to Let.

The Barraca Nos. 250, 252 and 256 Calle Potosi, composing 50 varas front and 70 deep. It has 12 rooms, 3 kitchens, 2 privies, 2 wells, a tank, a store about 100 varas, and about 2000 square varas of patio. It is situated two squares from the Plaza Lorea, and four squares from Plaza General San Martin, (formerly Monserrat.) For further particulars apply at No. 8, Calle Representantes.

For Liverpool.

The well known regular trader A. I. British brig

Atropo,

199 tons, Bennett, Commander,

Has only disengaged room for salted hides with a few boxes of tallow which can be received on board immediately, and will have quick despatch. Please apply to the consignees Messrs Breese and Co., or to

John Higginbotham,
Licensed Ship Broker,
calle San Martin, No. 20.

15th September, 1849.

For London.

The very superior and remarkably fine A. 1. British barque

Vanguard,

300 tons register,
William Garwood, Commander,

Can only take fifty tons of salted hides and having the remainder of her cargo engaged will sail in the course of fifteen days; this vessel has first rate accommodations for passengers, and has still disengaged berths for two pas engers.

Please apply to the Consignees Messrs. Bates, Stokes & Co., or to

John Higginbothom,
Licensed Ship Broker,
calle San Martin No. 20

15th September, 1849.

For Marseilles and Cette.

Passengers only.

The remarkably fine A. 1 French barque

Nouveau Provencal,

205 tons,
J. La Plane, Commander.

Having all her cargo engaged and shipping will have quick despatch.

This vessel has first rate accommodations for passengers.

For terms of passage please apply to the Consignee Mon. Marius Laplane or to

John Higginbotham,
Licensed Ship Broker,
Calle San Martin No. 20.

September 14, 1849.

For England.

Passengers Only.

The remarkably fine fast sailing A. 1. British brig

William Bayley,

198 tons register,
W. L. Teasdale, Commander,

Is chartered for the above destination, and is expected to have quick despatch.

She has good accommodations for passengers, and for terms of passage please apply to the Consignees Messrs. R. & J. Captiele & Co., or to

John Higginbothom,
Licensed Ship Broker
No. 20 calle San Martin.

September 14th, 1849.

Passengers only.

For Havre de Grace.

Juna.

247 tons register,
Captain Lecompte.

Is expected to sail at the end of this month, and having superior accommodations, is a first conveyance for passengers.

For further particulars please apply to the Consignees Messrs. Ochoa and Co., or to

John Higginbotham,
Licensed Ship Broker,
20, Calle San Martin.

September 14, 1849.

For Liverpool.

The fast-sailing British built barque

Chapmans,

280 tons register,
D. Guthrie, Commander.

A. 1. at Lloyds, has already a portion of her cargo on board and a quantity engaged, she can receive pipes of tallow immediately. For further particulars please apply to the Consignees Messrs. De Lisle Brothers & Co., or to

John Higginbothom,
Licensed Ship Broker,
No. 20, calle San Martin.

15th September, 1849.

FOR ANTWERP.

The fast sailing regular trader A. 1. Dutch galliot

"Plata,"

175 tons register,
J. H. Heuning, Commander,

Has only disengaged room for 40 or 2000 dry hides, which can be received on board in a few days, and being of a light draft of water, will load in the Inner roads For further particulars please apply to the Consignees Messrs. Bunge, Borneield & Co., or to

John Higinbothom
Licensed Ship Broker
20 calle San Martin.

September 14, 1849.

PASSENGERS ONLY.

For New York.

The first class coppered and copper fastened Hamburg barque

"Mercurius,"

236 tons register,
N. Suhr, Commander,

Has superior accommodations and is in every respect a most desirable conveyance for passengers.

For further particulars please apply to the consignees Messrs. Bunge Borneield & Co., or to

John Higginbotham,
Licensed Ship Broker,
No. 20, Calle San Martin.

September, 14th 1849.

NOTICE TO MERCHANTS

The following useful publications may be had at 26½ calle Belgrano.

Arancel General y Guia de Aduana, a new edition just published.

Libro de Aforo de Derechos de Aduana.

Libro de Reembarcos.

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST.

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	Vessels and Captains Names.	Tons.	Consignees.	Destinations, &c
	NATIONAL			
June	12 Brig Vuelta de Obligado, Paulsen	230	Louis Winter	Antwerp.
"	16 Brig General Belgrano, Juan Garrido	196	Santa Maria, Llambi & Cambaceres	Havana.
"	16 Brig Concordia, Rodolfo Rodriguez	145	Bunge, Bornefeld & Co	Antwerp.
July	2 Bergantine Sarrie, Juan B. Vallaro	124	Bernardo Dellino	
"	26 Brig Menor, J. C. Nelson	180	Jacob Paravicini	
"	31 Schooner Luisa, José Marabore	121	Carlos Galeano	Buceo.
Sept.	3 Bergantine Pancho, Vicente Grant	127	Bernardo Dellino	
"	4 Brig Uruguay, B. Juan Chapparo	200	Diego Calvo & Sons	
	BRITISH			
July	4 Brig Alice, Pinto Coque	293	De Lisle, Brothers & Co	London.
"	13 Barque Vanguard, William Gurwood	300	Bates, Stokes and Co	London.
"	13 Brig carmelite, John Pressy	206	John Best & Brothers	Liverpool.
"	13 Brig Susan, Robert Lane	183	Briscoe, St. ward and Co	London.
"	13 Barque William Pelle, Watson Stoll	279	John Bates & Brothers	Liverpool.
"	26 Brig Adam Smith, David Gourley	223	Nicholson, Green & Co	Liverpool.
"	28 Brig William Bayley, William Teasdale	175	R. and J. Carlisle and Co	England.
August	2 Brig Acorn, Benjamin Lewis	150	Briscoe, Steward & Co	Liverpool.
"	4 Schooner Frost, William Bartet	38	Bates, Stokes & Co	
"	8 Barque G. F. D.	300	Thomas Duguid & Co	Cape de Verds.
"	8 Bergantine Merchant, William Kendal	184	Turner & Co	England
"	12 Brig Bosco, Thomas Houghan	176	Thomas Duguid & Co	London.
"	12 Barque Ann Best, Angus Gwynne	233	John Best and Brothers	London.
"	15 Barque Melody, John Hooper	226	Hughes, Brothers	England.
"	15 Brig Maid of Kent, William Harry	185	Hughes Brothers	England.
"	23 Brig Minstrel Boy, H. Lewis	244	Wilford Latham & Co	
"	24 Brig Elizabeth, William Wright	172	Hughes, Brothers and Co	
"	27 Barque Chapman, David Griffiths	231	De Lisle, Brothers & Co	Liverpool.
"	29 Barque Ann, Hudson Bangs	190	Bates Stokes and Co	Liverpool.
Sept.	1 Barque Mary Gibson of Scotn, Wm. Wilson	192	Nicholson, Green & Co	
"	1 Barque Napoleon, Alfred Edward Goins	222	Hughes Brothers	
"	1 Brig Caledonia, J. J. Strachan	204	Thomas Atkinson & Co	
"	1 Brig Anna, Joseph Hossack	227	Fowles, Atkinson and Co	
"	1 Brig Derwent, Thomas Dunn	171	George Dower	
"	2 Brig Nesta, Alexander Ramsay	191	John Best & Brothers	London.
"	2 Schooner Sophia, William Bonnington	119	Wilford Latham and Co	England
"	2 Brig George & Richard, Philip H. Nichols	179	To order	
"	2 Schooner Earl of Devon, John James	135	John Cash Smith & Co	
"	4 Bergantine William Kennedy, Newry	198	John Best and Brothers	
"	5 Barque Orion, Hamilton Houston	242	John Best & Brothers	
"	6 Barque Clio, Peter Grundy	217	Nicholson, Green & Co	London.
	AMERICAN.			
July	23 Barque Sommerset, W. J. Clark	240	Zimmermann, Frazier & Co	Valparaiso & California.
August	8 Barque Tuscarora, Lemuel Hurd	229	Samuel B. Hale	Boston.
"	12 Brig Orion, D. F. Sawyer	276	Samuel B. Hale	Boston.
"	15 Barque Frances Partridge, Joseph Stoughton	294	Zimmermann, Frazier & Co	Baltimore.
"	15 Brig A. Hayford, John Swain	179	To order	United States.
"	16 Brig Colonel Howard, John A. Durkee	332	Zimmermann, Frazier & Co	
"	22 Barque Orinda, Stimp	275	Zimmermann, Frazier & Co	
Sept.	4 Ship Fenia, John Hatfield	377	Daniel Gowland & Co	
"	4 Barque Edward Koppesch, Edwin Upton	245	Daniel Gowland and Co	Salem
"	7 Ship Thomas, John Lewis	326	Daniel Gowland & Co	
"	8 Barque Jonathan Goodnue, Thomas Higgins	300	Zimmermann, Frazier & Co	
"	12 Barque Orion, Gilbert	276	Becher, Preuss & Co	
	DANISH			
June	23 Bergantine Gleneagle, Peter Jordt	13	Egg, Kratisch and Co	New York.
July	19 Brig Condor, F. Thomsen	135	Carlos E. Horne	
"	30 Brig Ida and Emma, E. Dudrichsen	150	F. Silva and Co	
August	11 Brig Minerva, Mathiesen	150	Geyer Brothers	New York.
"	11 Bergantine Louise, N. Petersen	120	Egg, Kratisch and Co	Patagonia.
"	15 Brig Anine Helena, J. Mahake	140	Bunge, Bornefeld & Co	Valparaiso.
"	16 Barque Aladdin, G. Meyer	240	Nelson Hartwig	
Sept.	2 Bergantine Apostolic Packet, J. F. Hemmet	157	Freyer, Brothers	Antwerp.
	FRENCH.			
February	1 Barque Jeune France, Dunoir	319	Despuy	
July	5 Pol. barque Nouveau Provençal, J. Sagalaes	205	Marius Lapiane	Marseilles.
"	21 Barque Paquebot de la Plata, C. Agnost	185	Llavallol and Sons	Havre.
August	11 Brig Raphaele, Lagrange	158	Manuel Lopez	Marseilles.
"	11 Barque Anna, Lecomte	242	C. Ochoa & Co	Havre.
Sept.	1 Brig Manuelita, Feut Las Casas	197	Llavallol and Sons	
"	1 Brig Fortuna, Perrand	209	Thomas Rousse	
"	4 Ship Leon, J. H. Bonnet	359	Thomas Rousse	Buceo and Havre
"	6 Ship Parana, Victor Gaste	256	Enrique Ochoa & Co	Havre.
	SPANISH.			
June	7 Brig Empremedo, Juan Molins	244	Santa Maria, Llambi & Cambaceres	Havana.
"	25 Polacre Lucet, José Sarrat	128	Fergo Brothers	Cadiz
July	2 Barque Juan Maranno, Barcelone Segundo	226	Manuel Murrieta	Havana.
"	12 Schooner Fepa, Alejandro Domingo de Soto	138	Llavallol & Sons	Havana.
"	24 Brig Pablo, Silvestre Sensat	216	Llavallol and Sons	Do.
"	26 Barque Sabrina, Pablo Font	222	C. Ochoa & Co	Do.
August	2 Polacre Mercedes, Sebastian Urcola	140	Zamarera and Tesorera	Do.
"	10 Brig Dosas, Pedro Gomez	294	C. Ochoa and Co	Cuba.
"	11 Brig Arregonia Gaditana, Tomas Sandella	230	Llavallol and Sons	Havana.
"	12 Brig Profamo, Cabrega	204	C. Ochoa & Co	Do.
"	13 Barque Leda, Antonio Vila	186	Felix Basarco	Do.
"	20 Barque Maria Cristina, M. A. Larrachaga	450	Diego Calvo and Sons	Pacific.
Sept.	1 Polacre Josefa, Carlos Francisco Roses	290	Santamaria, Llambi and Cambaceres	
"	2 Brig Eduardo, José Gomez	171	Felipe Sensitiva	
"	2 Brig Dolcita, Felipe Julia	196	Santa Maria, Llambi & Cambaceres	
"	2 Barque Diana, Isidro Marstany	225	Llavallol & Sons	
"	3 Barque Mercedes, José Oliver	125	Llavallol and Sons	
"	4 Brig Romano, Salvador Sort	123	Felipe Sen Rosa	
"	4 Polacre Samaritana, José Millet	164	Llavallol and Sons	
"	5 Polacre Pronta, Gerardo Martapay	175	C. Ochoa and Co	Cuba.
"	7 Brig Cinco, Pablo Rosa	168	Santamaria, Llambi and Cambaceres	
	BRAZILIAN			
August	4 Brig Confiança, Thomas Ferreyra	266	José Coelho Meyrelles	
Sept.	1 Brig, Vaianite, Alejandro Antonio Soares	145	Joan Gerstenn Martinez	
"	2 Brig Duque de Victoria, Antonio José Ferreira	222	Manuel Azevedo Ramos	
"	2 Brig Dos Affonsos, Francisco da Silva	194	Llavallol and Sons	
"	2 Barque Tentativa, Antonio Fernandez da Silva	287	Antonio José Alves Pinto	
"	3 Brig Navegante, José J. Gomez dos Santos	193	Manuel Azevedo Ramos	
	ORIENTAL.			
Sept.	1 Bergantine Napaseno, Julio Antonio Reyes	156	Barber & Orr	Buceo.
	SARDINIAN.			
Febry.	25 Bombardi Joan y Maria, Giggino	46	To order	
May	12 Polacre Union, José Maria Costa	231	José Avegno	
June	5 Barque S. Michele, Angel Cachero	281	Llavallol & Sons	Genoa.
"	24 Xumosa El Italiano, José Pozzo	87	Llavallol and Sons	Marseilles & Genoa
"	25 Polacre Consolacion, Esteban Bosel	136	José Avegno	
July	10 Polacre Rosalind, Francisco Morice	280	José Avegno	Genoa.
"	12 Brig Cesare, Simon Fabiani	130	Lezica & Co	California.
August	2 Brig Constance, Thomas Segnesa	138	Llavallol and Sons	Brazil
"	8 Brig Erofano, Mariano Gallizio	148	Adolfo Mancilla and Co	Marseilles
"	10 Brig Eugenio, Agustin Ferraro	211	Adolfo Mancilla and Co	Brazil.
"	11 Polacre Italia, Juan B. Chipparo	122	Diego Calvo and Sons	Do.
"	15 Brig Genoil Cavaro, Pedro Gallino	222	José Avegno	Rio Janeiro
"	19 Polacre Bipiano, Manuel Rissu	121	To order	Marseilles & Genoa
Sept.	2 Brig Maria Teresa, Bartolomé Balardo	171	Manuel Azevedo Ramos	Brazil.
"	5 Brig Maria, Juan Bautista Basalla	194	Felix Basarco	
	BREMEN.			
August	26 Barque Johanna, H. Jachens	292	Zimmermann, Frazier & Co	
Sept.	4 Ship Roberta, Junken	340	Becher, Preuss and Co	
"	11 Ship Pol, Hauke	561	O. J. Hayes and Co	
	HAMBURG.			
May	19 Barque Mercurio, Nicolas Sulcs	226	Bunge, Bornefeld & Co	New York.
July	28 Brig Alcyon, F. F. Suss	183	Zimmermann, Frazier & Co	Baltimore
	SWEDISH.			
August	3 Bergantine Rapido, S. M. Zicha	134	George Dowes	
Sept.	5 Brig Siri, Frostedt	229	Charles R. Horne	
	BELGIAN.			
July	16 Bergantine Karel, F. P. Divoart	104	Trensenin and Co	Antwerp.
Sept.	29 Lt. Jean de Lorgnebiaud, J. F. VanDeppendael	120	Lezica and Co	
	HANOVERIAN.			
August	29 Brig Dilgenzia, Boyl	237	Corfi Franciscbelli and Co	Antwerp
Sept.	3 Brig Johanne Brema, Johann Siedoldo Bonger	127	Diego Calvo & Sons	
	LUBECK.			
August	8 Brig Nautilus, G. Steffen	246	Thomas Rousse	New-York
Sept.	1 Brig Heinrich von Gogern, Meeing	304	Santa Maria, Llambi & Cambaceres	
	DUTCH			
June	15 Bergantine Maria Sophia, van Gyzel	196	Bunge, Bornefeld & Co	Antwerp.
"	25 Galliot Eliza, H. G. Borchers	119	Edmund Mackinlay & Co	Antwerp.
August	10 Brig Boreas, Albert Meyer	185	Bunge, Bornefeld & Co	Batavia.
"	29 Galliot Plata, John H. Henning	175	Bunge, Bornefeld and Co	Antwerp.
	OLDENBURG.			
Sept.	6 Bergantine Gesine, B. Janse	229	William Becher	
	PRUSSIAN.			
September	3 Barque Specouland, Kuhn	288	Olas ice R. Horne	

FOREIGN VESSELS OF WAR IN PORT.

BRITISH.—Sloop of war Tweed, 20 guns, Commander Rt. Hon. Lord Francis Russell.
FRENCH.—Barque Astrolabe, 18 guns, Commander Montravel.

PASSENGERS ONLY.

For Marseilles.

The very superior A. 1. French brig

Euphrasie.

158 tons, H. Lagrange, Commander,

Has all her cargo engaged, and will have quick despatch, she has good accommodations for passengers. Please apply to the Consignees Messrs. Lopez & Co., or to John Higginbotham,

Licensed Ship Broker.
20, Calle San Martin.

September 14, 1849.

Passengers only.

For Valparaiso,

The first-class coppered and copper-fastened American barque

Southerner.

340 tons, Capt. W. J. Clark,

Will sail for the above port in about ten days. Having splendid accommodations, the above vessel has room yet for three passengers by early application to the Consignees Messrs. Zimmermann, Frazier & Co., or to

Richard Sutton, Jr.,
Licensed Ship Broker,
No. 14, Calle La Reconquista.

August 24th, 1849.

PASSAGE ONLY.

For Havre de Grace.

The very superior, new, tacker-built French barque

Paquebot de la Plata, No. 1.

185 tons per register, Cogneau, master,

Has all her cargo engaged and will go on board as fast as the weather will admit; and she will have immediate despatch.

Persons desirous of crossing the Atlantic could not have a better conveyance than that which this really superior vessel offers.

For terms of freight, apply to Capt. Cogneau at the Hotel de Paris, to her consignees Messrs. J. Lavallol & Sons, or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 la Reconquista.

Sept. 1st, 1849.

Passengers Only.

FOR ENGLAND.

The well known clipper schooner brig

Merchant,

H. Kendell, Commander,

Is classed on the first letter at Lloyd's for twelve years, and is a favourite vessel in the trade, she has first-rate accommodations for two cabin passengers, who will be taken on reduced terms. For further particulars please apply to the Consignees Messrs. Turner & Co., or to

John Higginbotham,
Licensed Ship Broker.
20, Calle San Martin.

September 14, 1849.

For Antwerp.

The fast-sailing, coppered and copper fastened Belgian schooner brig

KAREL,

of 104 tons, Captain F. P. Divoart,

Having the greater part of her cargo engaged, will soon be despatched.

For freight or passage apply to the consignees Louis Winter Esq. or to

Richard Sutton Jun.,
Licensed Ship Broker,
No. 14 Calle la Reconquista.

For London.

The remarkably fast sailing, and in every respect, very superior A. 1. British built brig

Dromo,

178 tons per register,

Thomas Houghton, Master.

Has a large proportion of her cargo already engaged and going on board.

She is a very small carrier, and will have very quick despatch.

For terms of freight or passage, her accommodations being excellent, apply to the Consignees Messrs. Thomas Duguid and Co., or to

Charles R. Horne
Licensed Ship Broker,
No. 55 calle la Reconquista

Sept 1st, 1849.

FOR MARSEILLES AND GENOA.

The very superior A. 1. Sardinian brig

Constante,

138 tons register,

Thomas Segnesa, Commander,

Has only disengaged room for a few tons of freight, and her cargo being in course of shipment, she will have quick despatch. Please apply to the Consignees Messrs. Llavallol & Sons, or to

John Higginbotham,
Licensed Ship Broker,
No. 20 Calle San Martin

September 14, 1849.

For London,

The remarkably fine fast-sailing British built brig

DarING,

200 tons register, Toby, Commander,

A. 1. at Lloyds and only two years old, being of a light draft of water will load a large portion of her cargo in the inner roads.

For rates of freight, and further particulars please apply to the Consignees George Dowes, Esq. or to

John Higginbotham,
Licensed Ship Broker,
20 calle San Martin

15th September, 1849.

For Baltimore.

Passage only.

The fast sailing packet barque

"Francis Partridge,"

Capt. Jno. D. Broughton,

Will sail for the above port in 20 days, and can accommodate passengers, having two separate cabins: the after one fitted for families, with every convenience and distinct from the other.

This opportunity is very desirable, and the Captain well-known in the trade, will afford every attention and accommodation to such as may take passage with him. For terms apply to

Messrs. Zimmermann, Frazier & Co.,
No. 69, Calle La Defensa.

For Liverpool,

The regular trader and remarkably fast sailing A. 1. British barque

William Peile,

279 tons register,

William Scott, Commander,

Has half of her cargo engagd and a large portion of it on board, can engage a few tons of salted hides and light freight, and has superior accommodations for passengers. Please apply to the Consignees Messrs. John Best & Brothers, or to

J. Jno. Higginbotham,
Licensed Ship Broker.
No. 20, Calle San Martin.

18th August, 1849.

PASSENGERS ONLY.

FOR ANTWERP.

The fine new A. 1. Hamburg brig

BESELER,

233 tons, Paulsen, master,

Is now loading and having all her cargo engaged will have quick despatch.

Two or three passengers can be accommodated in a first-rate style. Please apply to the Consignee Louis Winter, Esq., or to

John Higgjabotham,
Licensed Ship Broker,
20, Calle San Martin.

For England.

Passengers only,

The remarkably fine fast-sailing A. 1. British brig

William Bayley,

200 tons,

W. L. Teasdell Commander,

Is chartered for the above destination and is expected to have quick despatch.

She has good accommodations for passengers, and for terms of passage please apply to the Consignees Messrs. R. & J. Carlisle & Co., or to

John Higgjabotham,
Licensed Ship Broker,
Calle San Martin, No. 20.

August 10th 1849.

For Liverpool.

The known, very fast sailing A. 1 British built brig

"Adam Smith,"

220 tons p. Register,

Captain David Gourley

Has room for a few pipes of Tallow, from 2000 to 3000 wet salted hides, and some light freight. The balance of her cargo is engaged ready for shipment and she will have quick despatch.

For terms of freight, or passage, (the accommodation of the vessel being very excellent) apply to the Consignees, Messrs Nicholson Green and Co., or to

Charles R. Horne
Licensed Ship Broker,
No. 55 Calle la Reconquista.

August 3, 1849.

For Antwerp.

The fast-sailing coppered and copperfastened Dutch Galliot

Elisa.

191 tons, Capt. G. H. Borchers,

Having the greater part of her cargo engaged can still receive on freight dry hides and bales.

For particulars apply to the Consignees Messrs. E. Mackinlay & Co., or to

Richard Sutton, jr.,
Licensed Ship Broker
Calle la Reconquista No 14.

8th August, 1849.

For London.

The fast-sailing A. 1. British brig

Susan,

183 tons, Robert Law, Master,

Has upwards of one half of her cargo engaged and going on board and being a small vessel, will be despatched quickly.

For terms of freight, or passage, having good accommodations be pleased to apply to the Consignees, Messrs. Briscoe & Co. or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconquista.

August 3d. 1849.

For Liverpool.

The remarkably fast-sailing, A. 1. for 12 years, British barque

OTTER,

Hudson Brough, Master.

Is quite a new, and very superior little vessel, being only 190 tons Register, and a very small carrier.

She has part of her cargo engaged, and may be despatched quickly, and has very superior accommodations for passengers.

For terms of freight or passage, be pleased to apply to the Consignees, Messrs. Bates Stokes & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconquista.

September 15th, 1849.

FOR NEW YORK.

The very fast sailing, new, A. 1. coppered and copper fastened Danish schooner

Glaukus,

132 tons register

Capt. Peter Jordt.

Will be despatched immediately, having room only for a few tons of freight, for terms of which, as well as for those of passage, (her accommodation being excellent) apply to the consignees Messrs. Egg, Kratisch and Co., or to

Charles R. Horne
Licensed Ship Broker,
No. 55 calle la Reconquista.

Septr. 15th 1849.

FOR VALPARAISO & SAN FRANCISCO,

(California,)

The superior A. 1. Italian polacre

Rostand,

220 tons, Capt. F. Morice.

Having the greater part of her cargo engaged, can still take on freight about 40 tons for either of the above ports.

For freight or passage apply to the Consignees José Avegno, Esq., or to

Richard Sutton, Jun., Ship Broker,
No. 14, Calle La Reconquista.

August 18, 1849.

Removal.

David Craigdallie, Cabinet Maker and House Carpenter, begs most respectfully to inform the public that he has removed from No 56 Calle San Martin to No. 114 Calle Peru, and hopes by strict attention to business to ensure a further share of their support.

Buenos Ayres, July 12, 1849.

To Captains of Vessels.

At Peter Kiem's No. 82 calle de San Martin, corner of calle de La Merced, opposite the Catalan Coffee house, Chronometers cleaned and repaired with despatch and regulated by Solar observations.

Notice to the public.

The undersigned has removed his Carpenter's Shop from Calle Sta. Rosa, from the Post Office, to the wood yard No. 50, Calle de Mexico, from the Cuartel de Restauradores half a square towards the Camp; where all orders for furniture or house carpenter's work will be duly attended to.

The undersigned has on hand a good assortment of mahogany in planks, boards and veneers, Russian and American pine of all classes, and Brazil wood of the best quality, all at the lowest prices.

Buenos Ayres, 23d August, 1849.

JOHN Mc KIERNAN.

FOR ANTWERP.

The very fast sailing, new, coppered and copper fastened A. I. Argentine brig

Diligencia,

195 tons Register,

Roji, Master.

Is already partly laden, and weather permitting will be despatched hence on the 10th proximo, as per agreement.

For freight or 3000 dry hides, or the equivalent in bales, apply to the consignees, Messrs. Corti, Franciscchelli and Co. or to

Charles R. Herne
Licensed Ship Broker
No. 55 calle la Reconquista.

Septr. 15th 1849.

Port & Madeira Wines

For Sale at No. 12, Calle Santa Rosa, at $160 per dozen, both of superior quality.

Port Wine.

In whole, halves, and quarter pipes, for sale at reasonable prices, No. 68 Calle Santa Rosa, [formerly Universidad.]

Notice.

The undersigned take this opportunity of announcing to their friends and the public in general that they have opened a Wholesale Grocery Store at No. 144 Calle Piedad, formerly a leather store, where all articles in said line will be sold at very moderate prices.

Buenos Ayres, 8th September, 1849.

Patrick Bookey and Co.

Just Published,

The Child's First Book, price 1$. For sale at W White's, Calle la Merced, No. 294.

200 to 300 dozen of salted dried Tongues, at a very moderate price, for Sale in Calle de Buen Orden, No. 172.

English Stationery.

An assortment of the above on sale at No 56 calle Reconquista (formerly Paz) comprising letter, copying and office papers, account book, sealing wax, wafers, steel pens, quills, rulers, sawdust, ink, bills of lading, and bills of exchange in English and Spanish, &c., &c.

For Sale.

A small house, in Calle de Santa Fé, No. 69, with four rooms, a well, different fruit trees, and a collection of plants, the premises comprising seventeen yards front and twenty six in depth.

For further particulars apply on the premises.

For Sale.

An establishment in the district of Ranchos, consisting of about a square league of very superior land, with a good brick house, galpon, plantations, &c. A flock of fine merinos sheep, and a troop of mares may also be included, if the purchaser so incline.

For further particulars apply at the Barraca de los Andes.

FOR SALE,

The whole, or any part, of a very extensive and choice selected Library, embracing almost every branch of literature—also a variety of illustrated works and gems of art of the highest order for the drawing room table—the whole quite new and in splendid extra gilt binding.

Apply at No. 47 Calle de la Victoria.

Barraca de la Atalaya.

The undersigned beg leave to inform the Commercial Public that they have rented the above named Premises, for the transaction of their business in all its branches, under the firm of Edward Newton & Co.

Its situation on the bank of the Riachuelo, its vicinity to the Barraca bridge, superior prices, and ample stores strongly recommend it, and the subscribers offer their best exertions for the interest of those who may employ them.

(Signed) Edward Newton.
Francis W. Reynolds.

Buenos Ayres, August 24th, 1849.

Pannus Coriam Blucher-Bottines and Shoes.

JUST received per brig William Bayley, from Liverpool, and for Sale at D FLEMING'S, No. 17, Calle La Defensa, a small assortment of men's Blucher bottines, and Wellington shoes, manufactured from the Pannus Coriam or Leather Cloth, recently invented in England as a substitute for and imitation of the finest calf leather. They are highly recommended for general wear on account of their softness and durability and invaluable to those who suffer from corns, bunions, or tenderness in the feet.

To Captains of Vessels, &c.

All sorts of naval stores, spars, paints, and paint oil, at the lowest prices, to be had at Messrs. V. Cazares & Sons, close to the Custom House.

Francisco Xavier Muñiz, M.D.

Offers to the public his professional services as Physician and Surgeon.

Calle San Martin, No. 182.

Single Gentlemen or Families may be accommodated with board and lodging at Mrs. Me Gaw's. No. 110 Calle de Mayo.

FAMILY & COMMERCIAL HOTEL,
CALLE DE MAYO, No. 53,

The well known stand formerly occupied by Zwingen and latterly by Gualdi, is now taken and managed by Simon Dodge, who hopes by diligent and prompt attention to business to merit a share of public patronage.

This Hotel commands an extensive view of the Harbour and Alameda, has an excellent telescope and every convenience necessary for the accommodation and comfort of Masters of vessels particularly, and all who may favour him with their custom.

Buenos Ayres, Aug. 28th, 1849.

Wanted.

A STEWARD who understands his business thoroughly. None need apply who cannot bring good reference. Apply at No. 78, Calle San Martin.

For London.

The well known, very fast sailing A. I. British built barque

"CULIO,"

217 tons per register,

Peter Cracky, Mast.

A regular trader, and formed for her quick passages, and the excellent condition in which she has always turned out her cargo. Will have good despatch, having a considerable part of her cargo already engaged. Her accommodations for passengers are excellent. For terms of freight, or passage, apply to the Consignees Messrs. Nicholson, Green & Co., or to

Charles R. Herne,
Licensed Ship Broker,
No. 55 calle la Reconquista

September 15, 1849.

FOR MARSEILLES & GENOA.

This very superior, new, A. 1, coppered and copper fastened Italian brig

Gentil Fanny,

223 tons per Register,

Captain John R. Gaggino,

Is a splendid new vessel, now on her first voyage and sails remarkably fast. She has a considerable part of her cargo engaged, and will have good despatch.

For terms of freight, or of passage, her accommodations being very spacious and comfortable, apply to her consignee Sr. Don. Jose Aregio or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista.

September 1, 1849.

WHOLESALE PRICES CURRENT.

REFERENCES—1 abundant, 2 scarce, 3 none, 4 selling, 5 rising, 6 flat, 7 in demand, 8 nominal, 9 last sale.

IMPORTS.

	Dolls. rs.		Dolls. rs.	
ALE and Porter—Duty, 34 per cent.				
London ——— per doz.	55	a	60	1
French and German ——do——	45	a	50	
BEES WAX—Duty, 19 per cent.				
White, per lb ———	—	a	10	
CANARY Seed—Duty, 19 pct.	—	a	25	
CANDLES—Duty, 19 per cent.				
Sperm ——— per lb.	—	a	4	
Stearine ——— do	—	a	—	3
CASSIA—Duty, 28 p. ct. p. lb	—	a	5	2
CARDS, Playing—Duty, 19, p. cent.				
Spanish, fine ——— doz.	—	a	34	
» ordinary ——— doz.	14	a	16	
German ——— per gross	150	a	200	
Genoese ——— do	—	a	—	
CANDLEWICK—Duty 28 p. ct.				
American ——— arroba	—	a	90	9
English ——— do	—	a	90	
CHEESE—Duty 39 per cent.				
Dutch, round, of about 3 lbs. each, if sound ——— do	—	a	12	
Do. cream ——— per lb.	—	a	3	
English ——— do	—	a	4	
CHUNO—Duty, 28 p. ct., arr.	—	a	30	
CLOVES—Duty, 28 p. ct., p. lb.	—	a	7	
COALS—Duty, 5 per cent.				
Coarse ——— per ton on board	—	a	130	1
Blacksmith ——— do	—	a	130	1
COCOA—Duty, 5 per cent.				
Brazil ——— per quintal	—	a	160	6
Guaynquil ——— do	—	a	170	6
COD Fish—Duty, 28 per cent.				
Per drum of 100 lb.	150	a	170	2
COFFEE—Duty, 28 per cent.				
Havana ——— quintal	125	a	130	7
Brazil ——— do	115	a	120	
DOMESTICS—Duty, 19 p. ct.				
American brown shirtings, 27 inches ——— per yard	5	a	8½	
» Appleton do. 30 in. »	9	a	9½	
» India Head do. 30 » »	9	a	9½	
» Appleton do. 33 » »	10	a	10½	3
» Do. sheetings 36 » »	—	a	11½	
» Brown drills 30 » »	—	a	12	
» Tickings ——— do	—	a	22	
Scotch Hessians ——— do	—	a	14	
Osnaburgs ——— do	—	a	14½	2
FARINA—Duty, 28 p. ct., arr.	—	a	10	3
FLOUR—Prohibited—Price on board for re-exportation per barrel $5 Spanish.				
FRUITS—Duty, 28 per cent.				
Almonds, hard shell, unshelled, per arroba ———	—	a	30	
Do. soft do ———	—	a	40	
Do. shelled do ———	—	a	100	
Apples, dried ——— per lb.	—	a	1¼	
Currants ———	5	a	6	
Figs, Malaga, in sweets do	—	a	30	
Hazel nuts—Spanish do	—	a	30	
Prunes ——— do	—	a	40	
Raisins, Malaga ——arroba	—	a	28	
Walnuts ——— do	—	a	36	
FIRECRACKERS, India—Duty 19 per cent.				
Per gross ———	—	a	2½	3
GLASS—Duty, 19 per cent.				
Window, big ———	—	a	6½	1
German, hollow, assorted, doz.	12	a	18	
HAMS—Duty, 28 per cent.				
English, superior ———	—	a	5	
American ———	—	a	4	
Westphalia ———	—	a	3½	
HONEY—Duty, 28 per cent.				
Per gallon ———	2	a	10	
IRON—Duty, 5 per cent.				
Bar and Hoop, assorted, p. cwt.	45	a	50	4
Swedish ———	—	a	65	
LEAD—Duty, 19 per cent.				
Pig, and sheet per quintal ———	120	a	130	
LUMBER—Duty, 5 per cent.				
American pine boards and plank, on board ——— per foot	—	a	3½rs.	1
Baltic pine 37½ silver per 1000 feet on board.				9
Pitch pine, 40$ silver per mil on board.				9
Swedish pine 25 & 28$ do. p. do.				9
MANDIOCA—Duty, 28 p. ct. per arroba ———	25	a	30	
MATS—Spanish, duty 19 p. ct. per dozen ———	—	a	190	
MATTING—Duty, 19 p. cent.				
Spanish, per piece ———	—	a	160	
India, p. yard, 1, 1¼, 1½ yds. wide	—	a	7	
MOLASSES—Duty, 28 p. ct.				
Per gallon ———	—	a	5	
NAILS—Duty, 19 per cent.	—	a	—	
American, cut, per quintal ———	—	a	115	9
English, wrought ——do———	—	a	180	
NAVAL Stores—Duty: cordage, pitch, rosin and tar 12 per cent.; canvass, duck, and oakum 19 per cent.				
Canvass—American, per yard	—	a	44	7
» English, No. 1 to 6 piece	—	a	160	6
» German ———	—	a	220	6
» Russian best quality	250	a	260	6
» Do. 2nd do —	170	a	180	6
Cordage—cair, ——— per quintal	—	a	230	9
» Manila ——do———	—	a	300	3
» Russian ——do———	180	a	200	7
Duck—English ———	—	a	110	
» German ———	120	a	130	
» Russian ———	140	a	150	
Pitch—American ——barrel	—	a	50	1
» Swedish ———	—			3
Rosin ——do———	—	a	30	
Tar—American ——do———	—	a	50	1
» Swedish ——do———	—	a	105	4
Oakum, quintal ——do———	—	a	200	4
OILS—Duty, 28 per cent.				
Olive—Spanish, in casks, p. arr.	—	a	55	
» » in jars of 4 arrobas each ———	—	a	26	
» Genoese, in casks ———	—	a	60	
» » refined in bottles	—	a	60	
» French ———	—	a	75	
OLIVES—Duty, 28 per cent.				
Seville, in kegs ——— each	—	a	45	
Malaga ——— do—kegs	—	a	35	
PAINTS—Duty, 19 per cent.				
Linseed oil, in casks & tins, per gal.	16	a	18	1
Turpentine in tins, per gallon	—	a	12	4
Paints in oil, assorted colours, lb.	10	a	11rs.	1
PAPER—Duty, 19 per cent.				
American, straw ———	6	a	7	
Spanish, fine, superior—ream	—	a	45	
» ½ do ———	—	a	32	
Genoese, fluted ———	33	a	34	
» ½ do ———	—	a	29	
Wrapping, large size, Genoese	—	a	18	
» medium ———	13	a	15	
» small ———	10	a	13	
Letter paper, blue ———	—	a	25	
» white ———	—	a	30	
PEAS—Duty, 28 per cent.				
Spanish (garbanzos) ———	—	a	25	
PEPPER—Duty, 28 per cent.				
Black ——— per arroba	—	a	45	
Chile, red ——— do	—	a	75	
Spanish, hot & sweet do	—	a	80	
RICE—Duty, 12 per cent.				
Carolina ——— per arroba	19	a	21	
Brazil ——— do	16	a	17	
Piedmont ——— do	—	a	18	
SALT—Duty, 1 dol. per fanega				
Cadiz & St Ubes on board per do.	4	a	8½rl.	9
Cape de Verd, do. do.				
Table, fine ——— arroba	—	a	6	
SALTPETRE—Duty, 5 p. ct.				
SOAP—Duty, 19 per cent.				
Spanish ——— per arroba	—	a	45	
Marseilles ——— do	—	a	40	
American & English yellow do	—	a	32	3
SPIRITS—Duty, 39 per cent.				
Brandy, Spanish, 34 to 35 deg.			a1100	
» French ———			a 950	
» Aniseed 28 deg. ———			a1000	
» from the Baltic 34 to 35			a 800	
Gin, German in pipes, 20 deg.			a 850	
» in cases and baskets of 1 dozen jars ———	37	a	38	
» in do. of 3 gallons ———	—	a	30	
Rum, New England, 140 gals.	—	a	890	1
» Havana, (cafia) 20 deg. 128 gallons ———	—	a	730	
» Rio Janeiro do. do ———	—	a	790	
STARCH, Wheat—Duty, 28 per cent.				
Per arroba ———	25	a	28	9
SUGAR—Duty, 28 per cent.				
Leaf & crushed—per arroba	49	a	50	
Havana, white ——do———	—	a	34	
» brown ——do———	—	a	28	
Pernambuco, & Rio white do	—	a	32	4 4
» brown ——do———	—	a	27	
Santos, white—id 30, new	—	a	30	
» brown ——do———	—	a	27	
TEA—Duty, 28 per cent.				
Gunpowder and Imperial per lb.	—	a	7	1
Hyson ——do———	4	a	5	
Pouchong, superior ——do———	10	a	12	3
Do. inferior ——do———	3	a	4	
Orange Pekoe ——do———	6	a	14	
TOBACCO—Duty, 39 per cent.				
Bahia, leaf ——per arroba	—	a	—	3
Brazil, black superior ——do———	—	a	30	
Cavendish, 1st quality ——do———	—	a	100	
Do. 2d ——do———	55	a	65	6
Maryland, leaf ——quintal	—	a	3	
Cigars, Humburg ———	160	a	250	
» Havana ———	300	a	400	
» Regalia ———	—	a	700	
TWINE—Duty, 19 per cent.				
English ——— per quintal	—	a	500	1
India ——— do	—	a	300	1
Spanish ——do———	—	a	320	6
VERMICELLI—Duty, 34 p. ct.				
Genoese, & Spanish per arroba	52	a	53	
VINEGAR—Duty, 39 per cent.				
French, & Spanish, per pipe ———	—	a	800	1
WINES—Duty, 39 per cent.				
Port ——— per pipe	—	a	4000	
» bottles ——— per dozen	—	a	300	
Figueira, red ———	—	a	650	
Lisbon, superior ———	—	a	890	
» white ———	—	a	1200	
Marseilles ———	—	a	500	
Malaga, sweet and dry ———	—	a	1650	
Catalonia ———	—	a	510	
Cette ———	—	a	—	3
Sicilian ———	—	a	—	2
Bordeaux, 1st quality, per cask	—	a	450	
» 2nd »	—	a	400	
» Fagon ———	—	a	250	
» superior in bottles ———	—	a	30	
» 2nd quality ———	—	a	55	
Champagne, superior, dozen ———	200	a	300	
Muscatel ———	—	a	65	
YERBA—Duty, 28 per cent.				
Paraguay, best ———	29	a	33	1

EXPORTS.

FEATHERS—Duty, 4 per cent.				
Ostrich, long black ——lb——	9	a	10	8
» white ——do——	—	a	—	2
HAIR—Duty, 4 per cent.				
Horse, short ——arroba	44	a	45	6
» mixed ——do——	32	a	60	1
» long 18 to 24 inches do—	110	a	120	1
HIDE Cuttings—Duty, 4 per cent.				
Baled, quintal ——do——	32	a	33	6
HIDES—Duty, 1 dollar each.				
Matadero, or salado, flashed, 27 to 30 lbs. average, per 35 lbs.	52	a	56	2
Matadero, country, 25 to 30 lbs. av.	46	a	52	2
For Spain, per 35 lbs ———	44	a	45	8
» North America, per do ———	43	a	44	3
Of all stake ——per do———	40	a	49	2
Cattle cut, 60 lbs. av, per 60 lbs.	40	a	41	9
Do » 63 lbs. and above do.	45	a	46	2
» cow 45 to 48 lbs. average do.	34	a	35	3
» » 48 lbs. and above do.	34	a	35	3
Horse, salted, each ———	20	a	22	6
» dry ——do———	15	a	16	8
HORNS—Duty, 4 per cent.				
Ox ——thousand	600	a	700	
Cow ——do——	150	a	200	
JERKED Beef—Duty, 4 p. ct. qd.	—	a	36	5
SKINS—Duty, cal 1 dol. each				
slunk calf 4 dol. all others 4 pct.				
Calf, 3 to 12 lbs. av., per 35 lbs.	50	a	55	2
Chincilla, per dozen ———	—			3
Goat ——per do———	—	a	19rs.	5
Nutria ——per do———	7	a	8	9
Sheep, washed, fine and ordinary ——dozen	38	a	42	7
Do. dirty ——do———	30	a	35	7
TALLOW—Duty, raw 4 per ct., melted free.				
Matadero, raw ——arroba	20	a	21	9
Do. melted, 1st class, do.	34	a	35	8
Do. pacu, 2nd class, do.	28	a	30	6
Grease and tallow ——lb——	27	a	29	7
TONGUES, salted, dozen ———	8	a	10	
WOOL—Duty free.				
Ordinary, washed ——arroba	28	a	38	7
Do. dirty ——do———	15	a	18	7
Merino, washed ——do———	40	a	45	7
Do. dirty ——do———	20	a	22	7
Fine, washed ——do———	50	a	65	7
» dirty ——do———	30	a	35	7
Cordova, washed ——do———	—	a	23	8
Do. dirty ——do———	—			7

Articles of Home Consumption, the growth, produce and manufacture of the Republic.

BRANDY, Monteviden ———				
Jaua ——per barrel (silver)	—	a	10	
FRUIT.				
Apples, and pears dried arroba	—	a	25	
Figs » Mendoza ———	—	a	10	
Peaches » with the stones do—	15	a	16	
Do. » without ——do———	22	a	24	
Raisins, Mendoza ——do———	20	a	24	
Walnuts ——do———	32	a	34	
SOLE Leather.				
Corrientes, each, (silver) ———	2 44		2 6	
Paraguay ——do———	3	a	3 2	
Tucuman, each ——do———	—	a	3 4	
Do. cow » ——do———	—	a	2	
TOBACCO—Duty, 12 per cent.				
Paraguay ———	—	a	47	9
YERBA, Paraguay, superior ———	—	a	90	9

MONEY MARKET.

EXCHANGE. England, in currency,		4 2 9-16d. p. dol.
Do. do. in specie		4 62s. p. oz.
Do. France, do. do.		a 96c. per oz.
» Montevideo,		14per cent. prem.
» Rio Janeiro,	24	a 3 do. do.
» United States	par	

The highest rate of Exchange upon England during the week, 6½ per cent.

The lowest, 6½ per do.

TOCS—Sic per cent. ——— at par.

» Four per cent. ——— in proportion.

BULLION—Spanish doubloons ——— 220 a 221

» Patriot doubloons ——— 288 a 289½

» Do. Dollars ——— a 184

» Spanish doubloons & Patacones 184 a 189

» Plata Macuquina ——— a 16

The highest price of Spanish doubloons during the week 292

The lowest 290

The highest price of Patriot doubloons during the week 289½

The lowest 288.

Permits for shipping specie, prem. per cent. 11 a 2

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	£1 per 2240 lbs.	12s.6d. p. 2240 lbs.	In box. 42s.6d. p. ton 2240 lb. In pipes 45s. ½ lbs.	Wool 25 a 30s. Hair 20 & 25s	nominal.
France.	75 fr. per 900 k.	45 f. per 1000 k.	50 fr. p. 1000 k.	55 fr. p. 42cubic ft.	
Continent.	£4. per 2240 lbs.	30s. per 2240 lbs.	..... none	35 a 40s. p. 40 feet	nominal.
Cadiz.	$30 per 2000 lbs. and 10 per cent.		..... none	..... none	
United States.	$10 per 2000 lbs.	$5 per 2000 lb.	..... none	$44 per 40 feet.	
Rio Janeiro.	..... none	..... none	..... none	..... none	2 rs. p. 100 nominal
Havana	..... none	..... none	..... none	..... none	6 to 7rs. per 100 lbs

George Thomas, Responsible Editor.